
To:	MCC Planning	Job number:	2561-01
From:	Chris Kendrick, Civic Engineers	Date:	28/02/2023
Subject:	Jersey Street Bridge Demolition	Cc:	
	Planning Ref: 133406/VO/2022		
	Condition 7 – GeoEnvironmental Investigation Note		

Planning Approval Reference 133406/VO/2022 - Condition 7 GeoEnvironmental Investigation

The following documents are submitted in order to close out planning condition 7 for the Jersey Street bridge demolition application:

2561-CIV-XX-XX-D-H-40102_P03 Proposed site levels
2561-CIV-XX-XX-D-H-40103_P02 Proposed Levels comparison
15-798-R1- Ancoats Green - Phase II GSA - January 2023 – E3P Phase 2 Geotechnical Investigation

The Jersey Street Bridge demolition works will be undertaken in two key stages. The first stage will include the bridge demolition and general re-grading of the site to suit the proposed finished ground levels and adjacent plot boundaries. This stage also includes preparation of the footways, carriageways and raingardens to accept a temporary surfacing. This then allows for construction traffic to serve adjacent development sites in the future and avoid damage to permanent works and finishes. The highway will remain closed until such time that a suitable surfacing has been applied and the highway is safe for the public to access.

Stage 2 will commence following or close to completion of adjacent developments and includes the final paving materials, planting and street trees.

The proposed development will not change the current use of the site such that there is an existing highway at present and the proposed development also includes a highway of similar layout albeit at a lower level due to the removal of the former Prussia canal arm from the Rochdale Canal.

In response to the individual points within condition 7:

a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

A phase 2 ground investigation and preliminary risk assessment was completed in December 2022 and included trial pits, highway core samples and an initial suite of laboratory testing including contamination.

The phase 2 ground investigation has identified contamination in a number of locations including exceedances in heavy metals, PAH's and TPH fractions with made ground. This included the infilled Prussia Canal arm that passes under the Jersey Street bridge.

It is recommended that any material to be disposed off-site should undergo assessment using Technical Guidance WM3: Waste Classification – Guidance on the classification and assessment of waste

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Further recommendations within the Phase 2 ground investigation report associated with the Jersey Street bridge include:

1. Further site investigation (trial /slit trenching) of the infilled canal

In relation to the further slit trenching, there is a reasonable appreciation from the trial pits undertaken such that the made ground infill of the former canal arm contains:

"Reworked topsoil overlying interlayered gravelly sands and reworked gravelly clay". It was noted by E3P that the backfill material was poorly compacted.

For the purposes of the Jersey Street Bridge demolition works and reinstatement of carriageway the assumption that the CBR value 2% within the location of the infilled canal section and therefore a suitable pavement foundation reinforcement is required either with capping material or a geogrid solution.

Therefore, it is not deemed necessary for further trial pitting to inform the Jersey Street works.

Any material excavated from the infilled canal will be removed in accordance with the "Technical Guidance WM3: Waste Classification – Guidance on the classification and assessment of waste"

2. Further groundwater sampling to form a detailed controlled waters risk assessment

The main risk of controlled water contamination is highlighted as the potential pathways of groundwater entering the poorly compacted made ground within the former canal arm and migrating towards the Rochdale Canal and the associated contamination risks.

Controls during construction will be such that no increase to the risk of contamination is introduced and this can be managed on site with the introduction of temporary bunds to capture existing contaminants that may become disturbed during demolition and pavement construction.

The proposed pavement construction will be formed from the natural bearing strata of the subsoil and a capping layer will form the foundation of the pavement. This will add a compacted and less permeable medium for potential contaminants to pass through in the final constructed scheme.

The risk of dermal contact with existing contaminants is also deemed as "low risk" with the proposals to include new carriageway and footways effectively sealing the surface of the ground. In locations where soft landscaping or raingardens will be located the details include proposals for an impermeable membrane intended as a root barrier and water containment but also seals pathways of contaminants from the natural ground to the surface.